

Appendix F: Summary of Public Comments on Draft Six-Year Plan

As part of the public involvement for the Six-Year Plan, MaineDOT in conjunction with the Regional Transportation Advisory Committees (RTACs), held seven public meetings throughout Maine on a draft Six-Year Plan. MaineDOT also accepted written comments on the draft Six-Year Plan for 30 days after the document was released. This Appendix groups the comments by topic and attempts to summarize each comment or question from the public. At the beginning of each topic, a brief MaineDOT policy response is provided. Additionally, a concise MaineDOT response is included in this appendix for issues or questions not covered in the preceding policy response. For more information on MaineDOT policies, please consult the text of the Six-Year Plan, the State of the System Report, the MaineDOT Internet site or contact the Bureau of Planning.

Bicycle & Pedestrian Comments					
MaineDOT received numerous comments throughout the state advocating for four to six foot shoulders on state highways and for other bicycle and pedestrian projects. Since shoulders will not hold if the road is not rebuilt because of the need for adequate drainage, MaineDOT's policy is to include paved shoulders on all arterial and major collector highway improvement projects. Highway improvement projects including shoulders are prioritized through the Six-Year Plan process. Specific shoulder width is also subject to the amount of flexibility MaineDOT has in highway design. Flexibility in highway design depends in large part on the classification of the highway (i.e. arterial or collector) and its traffic volume. In addition to shoulders, funding for other bicycle and pedestrian projects, such as separated bicycle and pedestrian facilities, is available competitively through MaineDOT's Transportation Enhancement Program. MaineDOT appreciates the support of individuals and groups such as the Bicycle Coalition of Maine and looks forward to working with them as this plan is implemented.					
Division	Source of Comment		Summary of Public Comment	Form of Comment	Response
	Name	Source of Comment			
1	Dean Girvous	Van Buren	Will the shoulders be paved on the Parent Siding Road?	Public Mtg.	This project will have six foot shoulders.
2	Bill Ceckler	RTAC 2	Mentioned importance of bicycling and need for shoulders. Also indicated that there are small suicidal bottlenecks: Route 1 in Sullivan, Robbinston, Whiting and Perry and Route 186 Birch Harbor to Winter Harbor.	Public Mtg.	Route 186 is in the Six-Year Plan and is a candidate for next BTIP. Route 1 improvements in both Perry and Robbinston have been funded for design.
2	Jeannie Wilson	Winter Harbor	Bike Tourists ride the Schoodic Loop and are unable to get back to their cars without peddling Route 186. Need a bike path for the 1.5 miles. Bar Harbor ferry also brings cyclists. 760 people signed a petition to fix the road.	Public Mtg.	Route 186 is in the Six-Year Plan and is a candidate for the next BTIP.
3	John Simko	Chair, RTAC 3 Greenville Town Manager	Encourage downtown revitalization efforts to make downtowns more bicycle and pedestrian friendly. Paved shoulders are also a high priority as they encourage tourism in the region.	Public Mtg.	Addressed in policy response.
3	Sandra Johnson	RTAC 3	MaineDOT should improve signage along recognized bike routes, such as stenciling on the shoulder pavement.	Public Mtg.	Addressed in policy response.
3	Jason Baach	Bicycle Coalition of Maine	Our region needs better shoulders for bikes as well as bicycle friendly traffic signals in Bangor. Most signals will not activate when a cyclist approaches.	Public Mtg.	Addressed in policy response.
3	Thomas K. Murray, MD	Dover-Foxcroft	I am an avid bicyclist and recognize that MaineDOT has made much progress. But there is much more to go such as improved shoulders, sidewalks. Obesity is a problem in Maine and biking and walking will be especially good. As more people walk or bike, the more others will do the same. <u>Keep up the good work.</u>	Public Mtg.	Addressed in policy response.
3	Hans Wendel	Dover-Foxcroft Bicycle Coalition of Maine	MaineDOT should keep bikes in mind when formulating Six-Year Plan including tourism and children.	Public Mtg.	Addressed in policy response.
4	Robert Verrill	American Lung Assn	Wants more bike and pedestrian paths for kids. Supports paved shoulders on Route 202 Manchester-Augusta, supports paved shoulders. Supports Augusta-Gardiner Rail Trail.	Public Mtg.	Both Route 202 Manchester-Augusta and portions of the Augusta-Gardiner Rail Trail have been funded. These projects will move forward based on available funding.
4	Rep. Scott Cowger	State Representative	Supports bike and pedestrian initiatives.	Public Mtg.	Addressed in policy response.
4	Vaughn Stinson	Maine Tourism Assn	Supports Bike and Pedestrian initiatives.	Public Mtg.	Addressed in policy response.
4	Joanne Joy	Healthy ME Partnership	Supports road designs for biking and walking.	Public Mtg.	Addressed in policy response.

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4	Barry Timson	Hallowell	Expressed support for rail trail.	Public Mtg.	Portions of the Augusta-Gardiner Rail Trail have been funded and it will move forward based on available funding.
4	Dave Wood	Bicycle Coalition of Maine	Supports paved shoulders for bikes.	Public Mtg.	Addressed in policy response.
4	Jeff Miller	Bicycle Coalition of Maine	Mentioned support for bicyclists and pedestrians, particularly the need for a minimum of 4' shoulders on highways. Mr. Miller emphasized the following needs: Route 201 Waterville, Augusta/ Gardiner, Route 202 Manchester/ Augusta, Route 226 needs bicycle improvements. Route 9 Albion contains a gap in paved shoulder. Would like to see routine accommodations of bicyclists and pedestrians in all roadway projects, safe routes to schools and shoulder paving.	Public Mtg. Letter	Projects on Route 202 Manchester/ Augusta and Route 9 in Albion have been funded for improvement. Route 226 is in the Six-Year Plan and is a candidate for the next BTIP. Improvements on Route 201 will be considered in future BTIPs. Addressed in policy response.
4	Ellen Malloy	Bicycle Coalition of Maine	Appreciates the improvements that MaineDOT has made on our roadways in recent years for cyclists and pedestrians. Would like MaineDOT to remember to consider bicycling and walking in all future projects.	E-Mail	Addressed in policy response.
4	Peter Garrett	Chair of the Kennebec Messalonskee Trails	Urges MaineDOT to continue to build bike paths delineated by painted white lines on the shoulders of major roads and to work with towns and cities statewide towards incorporating the walking and biking public in all road reconstruction efforts.	E-Mail	Addressed in policy response.
4	Edward F. Miller	CEO American Lung Association of Maine	Supports initiatives that will address both air quality improvement and promotion of lung health, cycling and walking. Encourages MaineDOT to take even more aggressive action in the area of cycling.	Letter	Addressed in policy response.
5	Joe Brennan	Damariscotta	Need to explore alternative modes of travel in Mid-Coast, which is not in Regional Advisory Report (RAR) summary. MaineDOT should include safe bike paths in each road project.	Public Mtg. Public Mtg.	The complete Region 5 RAR that is available on the Internet discusses growth management and alternative modes of travel. Addressed in policy response.
5	Liza Wheeler	Belfast	Supports bicycle path improvements.	Public Mtg.	Addressed in policy response.
5	Jon McMath	Rockport Bicycle Coalition of Maine	The Regional Advisory Report (RAR) summary table does not include bike improvements as a priority. Would like to see an inclusion of pedestrian and bicycle plans for Region 5 in the grid for this region.	Public Mtg. E-Mail	The RAR was drafted by RTAC 5 not MaineDOT. MaineDOT compiled a summary table of highest priorities. The entire RAR is available online which addresses bike issues. MaineDOT and RTAC 5 appreciate input.
5	James "Skip" Pendleton	Belfast	Thanked MaineDOT for biking and pedestrian improvements that make roadways safer, including Route 7 shoulders from Brooks to Belfast. What is the status of the Route 52 pedestrian overpass? How does one become an RTAC member?	Public Mtg.	MaineDOT received a request for a pedestrian overpass of Route 52 which is being considered for the next BTIP. Submit an RTAC Application to MaineDOT.

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5	Mark Wheeler	Woolwich Bicycle Coalition of Maine	Thanks for MaineDOT bike projects: Androscoggin River Bike Path, and extension in Bath, as well as bike safety programs. Mr. Wheeler also mentioned that schools are often located in areas not safe for biking and asked MaineDOT to explain its efforts to increase biking opportunities for children.	Public Mtg.	MaineDOT supports a Safeway to School research project focused on improving opportunities for kids to walk or bike to school safely. Since the Maine Department of Education requires large school facilities, it is often difficult to locate new schools in downtown or village areas where biking would be easier and closer to existing neighborhoods.
5	Joel Fishman	Rockland Bicycle Coalition of Maine	Children should be able to bike to school, but in Rockland the Elementary, Middle and High Schools (all located on Broadway) are unsafe to bike to, need road improvements, and shoulders. Separate bike paths are used by pedestrians, joggers, children, casual bikers and so shoulders are needed for long-distance bicyclists. No shoulders from Camden to Northport make biking dangerous, need shoulders.	Public Mtg.	Addressed in policy response.
5	Stacy Benjamin	Searsmont (Selectman)	Route 131 in Searsmont needs shoulders, and upgraded roadbed, as many accidents occur with cars going off the road, move project up on priority list. MaineDOT has done a great job with other roadways. Will MaineDOT come to the town to discuss project before construction begins, need for sidewalks on bridge?	Public Mtg. Public Mtg.	Route 131 in Searsmont is a candidate for future Six-Year Plans and BTIPs. MaineDOT will meet with town officials. Correspondence received on need for sidewalks there.
5	Janet McMahon	Bicycle Coalition of Maine	Would like to see wide shoulders similar to what has been built on Route 90 and Route 17 on Route 1.	Letter	Addressed in policy response.
5	David and Marjorie Ford	Tenants Harbor	Would like to see Route 131 from Thomaston to Port Clyde rebuilt and solid shoulders added to it as soon as possible.	E-Mail	Route 131 from St. George to Thomaston is in the Six-Year Plan and is a candidate for the next BTIP.
5	John Sommo	Appleton	Route 131 between Union and Searsmont and Route 105 between Camden and Washington have no shoulders. Would like to see shoulders added to make these roads safe for bicyclists and pedestrians.	Letter	Route 131 is a candidate for future Six-Year Plans and BTIPs. Route 105 is a minor collector and a candidate under the Rural Road Initiative.
6	John Andrews	Saco/Eastern Trail	Thank you for supporting Eastern Trail (Bike/Ped).	Public Mtg.	Addressed in policy response.
6	TC Hazzard	Bicycle Coalition of Maine	Pleased to see the inclusion in the plan of continued support for the Eastern Trail's initiative and commitment to continue work with BCM in regard to building bike/pedestrian safe communities.	E-Mail	Addressed in policy response.
6	Bonnie Brown	Biddeford	Supports bicycle improvements/ even two extra feet on side of the road would make a big difference.	Public Mtg.	Addressed in policy response.
6	Beth Donald	Bicycle Coalition of Maine/ MS Society	Two feet on the side of the road does make a difference for bikers and walkers. Walk and bike-athons are important for the economy. Many people indicate that they do not participate because they feel it is not safe. Thank you for Eastern Trail and for signs on Brighton Avenue in Portland. Excited about support for bike and pedestrian improvements.	Public Mtg.	Addressed in policy response.

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6	Raina Rippel	Bicycle Coalition of Maine	Thanked MaineDOT for being receptive and responsive to the needs of bicyclists in Maine, especially for keeping in mind the needs of bicycle commuters as well as recreational riders. Would encourage MaineDOT to focus especially on both pedestrian and bicyclist safety when it comes to the needs of youth in our communities. Would encourage MaineDOT to also focus on goals such as traffic calming, bike paths and other facilities that will encourage all citizens to explore other modes of transportation. Would encourage that every road wherever possible include the requisite paved shoulders of six feet on larger roads, but not over eight ft wide on busy roads.	E-Mail	Addressed in policy response.
7	Sandy Richard	Healthy Community Coalition	How is the decision made to make wide shoulders?	Public Mtg.	The decision is based on Maine and National highway design standards, related to traffic volume highway function.
7	Jackie Glinnon	Bicycle Coalition of Maine	Kudos for including shoulders on the latest constructed section of Route 17.	Public Mtg.	Addressed in policy response.
7	Robert Bachorik	Bicycle Coalition of Maine	Develop parallel railroad bed as possible alternative bike route. It goes behind stores and gives access. Could also link to schools.	Public Mtg.	Addressed in policy response.
7	Conrad Heeschen	Wilton	Believes that MaineDOT has no understanding of aesthetics. Strongly disagrees with both the MaineDOT and Bicycle Coalition of Maine about paved shoulders. Does not believe that wide paved shoulders are a benefit to bicyclists. Does not want Route 156 north of Wilton to be reconstructed. Believes that it would seriously compromise the scenic quality of the road.	Letter	Addressed in policy response.
7	Mike Lecompte	L/ A Trails	It is important to remember biking and walking in all projects.	E-Mail	Addressed in policy response.
7	Brian McLaughlin	Maine Wheels Bicycle Club/Bicycle Coalition of Maine	Keep in mind shared roads. The biggest concerns for us are paved shoulders.	E-Mail	Addressed in policy response.
7	Nancy Stowell White	Bethel	Supports wider (six foot) shoulders on roads coming into and out of Bethel (especially Route 2 west of Bethel).	E-Mail	Addressed in policy response.

Highway Improvement Projects					
<p>Specific highway improvement projects in the Six-Year Plan are limited to the improvement of unbuilt highways, usually roads constructed pre-1950 that do not meet modern design standards. Although other highway projects such as resurfacing, intersection improvements and ditching will be addressed in the next three BTIPs, such specific projects are not included in the Six-Year Plan. Projects are prioritized based on feedback from the public, the seven RTACs, maintenance concerns and engineering assessments. Projects are distributed geographically based upon the identified need in a specific division. For example if a division has 20% of the unbuilt major collectors in the state, MaineDOT attempts to program 20% of the major collector miles for improvement in this division.</p>					
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1	Jim Brown	Presque Isle	In the previous plan, there were two projects for Route 1 south. Is the Thompson Road to the Westfield line one project or two?	Public Mtg.	It is listed in the Six-Year Plan as one project. Based on available funding, it may be constructed in one or more segments.
1	Jerry James	Presque Isle	Does the Route 10 project extend all the way to Main Street in Presque Isle?	Public Mtg.	Project will extend to Main Street.
1	Joyce Damboise	Caribou	Any projects from Route 1 through Caribou?	Public Mtg.	Caribou has several projects under consideration for the next BTIP.
2	Stanley Torrey	Prospect Harbor	Requesting that a much higher consideration be given to the remainder of Route 186 and Route 195 then currently being given.	Letter Public Mtg.	Route 186 is in the Six-Year Plan and is a candidate for the next BTIP. Route 195 is a candidate for future Six-Year Plans and BTIPs.
2	Jeannie Wilson	Winter Harbor	When will we know if Route 186 is funded?		The BTIP will be developed in February and state funds will become available in July and federal funds in October.
2	Roger Raymond	RTAC 2	Mr. Raymond requested that Route 46 be funded for improvement on behalf of Bucksport.	Public Mtg.	Route 46 is in the Six-Year Plan and is a candidate for next BTIP.
3	Bob Simpson	Dexter	Expressed concerns on these projects: Route 94 - Garland Road., Route 23 - Ripley Rd., Cambridge Rd (Minor Collector), Route 7 - Spring St./Church St., Intersection of Route 7/23, Dexter Regional Airport.	E-Mail	Depending upon the functional classifications of these roads, projects will be considered and prioritized as discussed in the Six-Year Plan.
3	Robert Kallgren	Town of Abbott	Why did funding for Route 16, Abbot to Bingham get dropped?	Public Mtg.	This corridor has not yet been funded for improvement but is a candidate for future Six-Year Plans and BTIPs.
3	Renee Speh	PPHC, resident of Milford Bicycle Coalition of Maine	Concerns about Route 15 (Guilford-Dover-Foxcroft).	Public Mtg.	Route 15 is in the Six-Year Plan and is a candidate for the next BTIP.
4	Greg Dore	Skowhegan	MaineDOT needs to examine the traffic problems and the condition of Route 201 in Skowhegan.	Public Mtg/ E-Mail	MaineDOT is in the final stages of the Skowhegan Transportation Study, a planning effort to arrive at a preferred solution to the traffic problems revolving around the limitations of the existing crossing of the Kennebec River.
4	Jeffrey Kobrock	Gardiner Town Manager	Requested Route 126 prioritized for immediate funding.	Letter	Route 126 is in the Six-Year Plan and is a candidate for the BTIP.
4	Rep. Scott Cowger	State Representative	Route 226 - too much traffic, poor condition.	Public Mtg.	Route 226 is in the Six-Year Plan and is a candidate for the next BTIP.
5	Jonathan Purinton	Rockland (Penobscot Bay Watch)	Rockland Route 1 - Union St. intersection at Rite-Aid has confusing left turn green arrow signal, as left-turners must yield to oncoming traffic.	Public Mtg.	MaineDOT will consider request.
5	Jonathan Purinton	Rockland (Penobscot Bay Watch)	Railway crossings should have signals and gates, as in other states.	Public Mtg.	MaineDOT's Rail Crossing Program addresses these issues.
5	Paul Chartrand	Rockland	Mentioned re-designation of Route 17 in Rockland from North Main Street to Maverick Street.	E-Mail	In order for MaineDOT to consider changes in highway designation, the appropriate municipality must make an official request.
5	James "Skip" Pendleton	Belfast	What is the status on the Route 1 Lincolnville -Northport shoulder improvements?		A feasibility study has been completed and this project is a candidate for funding in the next BTIP.

Division	Source of Comment		Summary of Public Comment	Form of Comment	Response
Name	Source of Comment				
5	Rep. Chris Rector	State Representative	Concerned that the further study of the Route 1 corridor, especially through Thomaston, will further delay long awaited improvements. Would like to see Route 131 in St. George high on the list of improvements that need to be accomplished in this district. It is in very bad condition.	E-Mail E-Mail	MaineDOT's planning process seeks to incorporate public involvement and municipal support. However, MaineDOT realizes that these improvements are a priority for many communities. Route 131 is included in the Six-Year Plan and is a candidate for the next BTIP.
5	James Parker	Sunrise County Economic Council Chair	Supports the reconstruction projects scheduled for Route 1 in Hancock and Washington counties, from Sullivan to Robbinston. Anxious to have the reconstruction projects finished with shoulders wide enough to allow safe bicycling all along the Route 1 corridor.	Letter	Six-Year Plan Route 1 projects in Hancock and Washington counties should move forward for funding within the next three BTIPs.
5	Terry St. Peter	Belfast (City Manager)	Discuss the extent of Route 52 planned improvements from Camden to Belfast. Encourage MaineDOT to analyze Belfast Route 1 - Route 3 intersection long term, given potential impact of Augusta Third Bridge.	Public Mtg. Public Mtg.	Minor geometric and shoulder improvements to bring Route 52 up to state standards from current 'unbuilt' condition, not seeking full reconstruction or Right of Way purchases. Traffic analysis has occurred on the regional impacts of the Augusta Bridge project and modifications to this intersection have been funded.
6	Margaret Forbes	RTAC 6	Saco not listed as community interested in Rural Road Initiative.	Public Mtg.	All communities were solicited in the Six-Year Plan development. Saco did not indicate interest in this program.
6	Martha Hamilton	Limerick	Greatly concerned about the condition of Route 5 as it passes through our village. This section of road has not been improved for years. Would like to see it moved from the Six-Year Plan to the BTIP.	Public Mtg.	Route 5 is in the Six-Year Plan and is a candidate for the next BTIP.
6	Gene Nesbitt	Standish	Route 35/114 intersection improvements needed - sidewalks needed - connection to Mountain Division Trail and school. Thank MaineDOT for support in that area. Concerned about future impact of Gorham bypass.	E-Mail	MaineDOT has met with Town officials and the Route 114 Corridor Committee. This project is a candidate for the next BTIP.
6	Mike Claus	Kennebunk	Route 35 corridor should include south of Route 1 to Route 9 - identified locally as priority and needs bike/ped facilities.	Public Mtg.	Route 35 and Route 9 are candidates for future Six-Year Plans and BTIPs.
6	David Tripp	Saco	As city councilor, I have received considerable phone calls regarding Route 1 and Route 112. Route 112 should be in Six-Year Plan as it is impacted by Poland Spring plant in Hollis.	Public Mtg.	Route 112 has already been funded for improvement and MaineDOT expects to meet with Saco town officials in 2003 to discuss potential Route 1 improvements.
6	N/A	Ogunquit	Pleased that the entire 2.3 mile Route 1 corridor through Ogunquit is included in the plan. Concerned that there is a lack of specific timeframe and cost estimates for the work.	Letter	This project is a candidate for the next BTIP. Once this project's scope of work is fully developed, cost estimates will be available.
6	Maureen Libby	Limerick	Requesting that the Route 5 construction project in Limerick be moved from the Six-Year plan to the Two-Year plan.	E-Mail	Route 5 is included in the Six-Year Plan and is a candidate for the next BTIP.
6	Dan Jellis	Yarmouth	Disappointed that Route 95 Exit 17 improvements are not even on the radar scope.	E-Mail	Interstate interchange improvements are reviewed as candidates for the BTIP but specific projects are not included in Six-Year Plan.
6	Steve & Gail Libby	Limerick	Would like MaineDOT to consider moving Route 5 in Limerick up to the two-year plan.	E-Mail	Route 5 is included in the Six-Year Plan and is a candidate for the next BTIP.

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6	Barry Tibbetts	Kennebunk Town Manager	Would like to see the completion of work done on Route 35 and Route 9.	Letter	Sections of both Route 9 and Route 35 are included in the Six-Year Plan and are candidates for the next BTIP.
6	Peter Danton	Saco	Route 1 needs to be studied and MaineDOT should consider a center left-turn lane.	Public Mtg.	MaineDOT expects to meet with Saco town officials in 2003 to discuss potential Route 1 improvements.
7	Ralph Caldwell	Turner Selectman	Expressed concern about Route 117 in Buckfield. When will MaineDOT take over the lower street in Turner for summer maintenance? The road is not as minor of a collector as it used to be.	Public Mtg. Public Mtg.	Route 117 in Buckfield and Paris have been funded for reconstruction. Turner had previously requested MaineDOT to review this road's functional classification which should take place in 2003.
7	Brett Doney	RTAC 7	Request examination of signalization at Routes 16 & 17.		Request under consideration.
7	Richard Davis	Farmington Town Manager	Would like to see improvements made to the intersection of Route 4 and Town Farm Road to allow trucks to more easily make the turn from Route 4 onto the Town Farm Rd.	Letter	Request under consideration for next BTIP.

Highway Projects/ North Yarmouth

In 2001 and 2002, MaineDOT has received a significant amount of correspondence from North Yarmouth citizens, particularly the North Yarmouth Bikeways and Safewalk Committee. A Route 9 project and a Route 115 project is included in the Six-Year Plan and both projects are candidates for the next BTIP.

Division	Source of Comment		Summary of Public Comment	Form of Comment	Response
	Name	Source of Comment			
6	Dave Perkins	North Yarmouth	Route 9 Project - supports, one of the fast growing communities in Maine - goal to be livable/walkable community.	Public Mtg.	Comment acknowledged in policy response.
6	Nancy Grant	North Yarmouth	Route 9 Project - supports, top priority of North Yarmouth Safe Walk & Bikeways Committee.	Public Mtg.	Comment acknowledged in policy response.
6	N/A	Town of North Yarmouth Selectman	Thrilled that Route 9 and Route 115 are both in the Six-Year Plan. Hoping that they will be funded in the next BTIP. Both are a high priority for the town.	Letter	Comment acknowledged in policy response.
6	Rep. Terry McKenney	State Representative	Routes 9/115 - supports, wants in BTIP, school children not allowed to walk or bike due to safety issues on highway.		Comment acknowledged in policy response.
6	Margarie	North Yarmouth	Route 9 Project desperately needed, we need walkways.	Public Mtg.	Comment acknowledged in policy response.
6	N/A	North Yarmouth	Route 9 Project - supports - children going to schools do wait for buses, bike, walk, and skate, which is dangerous until sidewalks and bike lanes are added.	Public Mtg.	Comment acknowledged in policy response.
6	Margaret Forbes	RTAC 6	Why has it taken over 10 years to address Route 9 safety issues in North Yarmouth?	Public Mtg.	The need for a Route 9 project in North Yarmouth has been recognized for many years as MaineDOT is currently aware that over 1,600 miles of rural major collector highway are in need of improvement. At current funding levels, MaineDOT is only able to address approximately 55 miles statewide in one year. The Six-Year Plan was created in part to develop a prioritization process enabling public input statewide.
6	Jeanne Chadbourne	North Yarmouth	North Yarmouth is one town in a two-town school system. Only grades 4 and 5 attend North Yarmouth. When location of new school was being considered, road issues in North Yarmouth were a reason to build in Cumberland.	Public Mtg.	Comment acknowledged in policy response.
6	Gordon Corbett	North Yarmouth	Live on Route 9/115 stretch which is very dangerous.	Public Mtg.	Comment acknowledged in policy response.

Freight					
MaineDOT's freight initiatives focus on promoting the efficient and safe flow of goods through improvements to highway, port and rail infrastructure.					
Division	Source of Comment		Summary of Public Comment	Form of Comment	Response
	Name	Source of Comment			
2	Sanford Kelly	RTAC 2	Will the road between Eastport and Calais through Perry be improved to handle additional truck traffic?	Public Mtg.	This road will be improved to modern design standards enabling it to better handle truck traffic.
2	Pam Person	RTAC 2	Trucking has had some negative impacts on the roads. What other developments are there for freight rail? Any other opportunities for transit, freight, etc.?	Public Mtg. Public Mtg. Public Mtg.	MaineDOT's long term strategy supports industrial rail access and constructing/ reconstructing roads to standards that support the weight of trucks. MaineDOT has also supported a recently enacted truck weight fine increase to defer overloading. MaineDOT's Heavy Haul Truck Network Study will enable MaineDOT to better address heavy truck impacts. Mack Point will be on-line in August 2003. Marketing efforts for this facility are heavily focused on rail. MaineDOT's Industrial Rail Access Program as discussed in plan.
2	Bill Ceckler	RTAC 2	What is the prospect for the Ayers Junction to Calais rail? Why not ship gravel from Eastport and Machiasport?	Public Mtg. Public Mtg.	Costs to construct are high in comparison to the amount of product that might use this facility. Machiasport has no suitable facilities for such a move.
2	Dana Altvater	RTAC 2	Concerned about safety for children on the reservation. Would like to see freight move off the road. Some of the truck traffic is going down Route 214 - shorter distance and less traffic.	Public Mtg. Public Mtg.	MaineDOT is concerned by the trend that more and more freight is being carried by truck as opposed to other sources. MaineDOT appreciates input.
2	Stan Moses	RTAC 2	Could Eastport serve as the continental land bridge? Is it possible to rebuild a shoulder for short sections during maintenance paving?	Public Mtg. Public Mtg.	Key to a land bridge operation is the number of railroad interconnections. The operation from Eastport is hampered by the general short haul operation on various railroads to get to a main line operation. Generally, shoulders will not hold if the road is not rebuilt because of the need for adequate drainage.
2	Keith Guttormsen	RTAC 2	Would rail be a good method to move gravel?	Public Mtg.	If it was cost-effective. Aggregates are a low value product and thus the profit margins for such a move are small. Short distances make using rail for gravel movement difficult.
2	Rod Franzius	RTAC 2	Lighter cars will damage the roads less.	Public Mtg.	MaineDOT appreciates input.
2	Roland Rogers	Eastern Maine Railroad Commission	Expressed support for Route 1 projects with shoulders. Supports using Calais Branch rail for recreational activities and MaineDOT should maintain/ preserve all State-owned rail lines based on existing and potential activity of the line.	Letter	MaineDOT appreciates support for highway and rail projects and will continue to evaluate existing and potential uses of state-owned lines in decision-making.
5	Ron Huber	Rockland (Penobscot Bay Watch)	Describe opportunities for increased freight shipping opportunities in Rockport, in addition to concrete and lobsters.	Public Mtg.	Rockland is not a viable location for a large volume freight port facility.
5	Terry St. Peter	Belfast (City Manager)	Mack Point Cargo facility, Searsport, status update.	Public Mtg.	Mack Point scheduled completion is August, 2003.
5	John C. Macone	Rockland	State subsidizes trucking industry to support local businesses statewide - the state should do the same for rail freight service.	Public Mtg.	MaineDOT works in partnerships with industry to encourage increased rail freight service.

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5	George R. Marks	Rockland	<p>MaineDOT emphasis had been at the Rockland Ferry Terminal, not Atlantic Point, which is where rail lines are located. Why invest at the Ferry Terminal where there are no existing rail lines?</p> <p>As a property owner near Atlantic Point in Rockland, I noticed much taxpayer money was spent on study for passenger rail service to Rockland and on location of facility. Was the inaccurate aerial photograph shown tonight paid with this money?</p>	<p>Public Mtg.</p> <p>Public Mtg.</p>	<p>Upgrades at the Ferry Terminal occurred 12 years ago because future increased activity at the Ferry Terminal would cause vessel congestion. Atlantic Point has rail connections to make it preferable for rail service. However, high-speed ferry out of Atlantic Point is still 5 to 10 years away from implementation. The aerial photograph came from the USGS and is not part of the study.</p>
5	James Parker	Sunrise County Economic Council Chair	Opposes the tracks on the Calais Branch being removed to accommodate recreational activities in the rail bed. Strongly supports Task Force Recommendation #3 that "MaineDOT maintain all State-owned rail line and rehabilitates State-owned lines according to a priority listing based on the condition of the line and the activity and potential activity on the line."	Public Mtg.	MaineDOT appreciates support for highway and rail projects but will continue to evaluate existing and potential uses of state-owned lines in decision-making.

Funding					
The Six-Year Plan is based upon funding levels in the Fiscal Years 2002-2003 BTIP and assumes Public Law 2001 (PL 2001, c. 688), "An Act to Promote the Fiscal Sustainability of the Highway Fund" continues or some form of alternative funding becomes available.					
Division	Source of Comment		Summary of Public Comment	Form of Comment	Response
	Name	Source of Comment			
2	Stan Moses	RTAC 2	What are the trade-offs with gas tax and funding?	Public Mtg.	Funding issues are complex and depend on many variables. The variables are particularly volatile at this time as our state and nation are grappling with a stalled economy and the potential of war. The State of the System Report, the Transportation Indicators Report and Section 2 of the Six Year Plan all discuss transportation funding needs and scenarios.
3	Senator Paul Davis	State Senate	\$6 million has been taken from MaineDOT's funding and put into the general fund. MaineDOT really needs a strong funding statement.	Public Mtg.	Addressed in policy response.
3	Scott Leach	RTAC 3	MaineDOT should be more clear as to how state funding for the Six-Year Plan will be impacted by Maine's current budget problems.	Public Mtg.	Addressed in policy response.
4	Maria Fuentes	ME Better Trans. Assn.	MaineDOT should clarify the funding section, particularly that delivery of Six-Year Plan projects includes a number of assumptions.	Public Mtg.	Addressed in policy response.
6	Rep. Terry McKenney	State Representative	Highway projects are easy sell - Highway Bonds typically pass - not personally in favor of indexing gas tax - looking for alternatives - Highway Fund is in much better shape than the General Fund.	Public Mtg.	MaineDOT appreciates support for transportation funding.

Division	Source of Comment		Summary of Public Comment	Form of Comment	Response
	Name	Source of Comment			
6	Bill Heath	Kennebunk	Supports gas tax increases, recognizes funding limitations. MaineDOT should allocate percentage of funding to educate public/planners/schools about transportation issues/options. Transp. Studies have repeatedly shown that when you try to build your way out of congestion, congestion returns and increases.	Public Mtg.	MaineDOT will propose a "Safer Transportation Options to School" program in its next BTIP and MaineDOT is looking nationally at why kids are not able to ride or walk to school and doing an in-state study that will be published.
			Recognizes political fear of discussing tax increases, but contacting Legislators is effective - MaineDOT is being responsible with the limited funds they have.	Public Mtg.	MaineDOT appreciates input.
7	Rep. Randy Hotham	State Representative	How is money allocated for roads in specific divisions?	Public Mtg.	Projects are distributed by division based on the percentage of specific needs.

Passenger Transportation

MaineDOT's passenger transportation initiatives are focused upon Explore Maine, MaineDOT's plan to serve travelers without their cars by providing more travel choices to Maine residents and visitors.

Division	Source of Comment		Summary of Public Comment	Form of Comment	Response
	Name	Source of Comment			
3	Andy Brown	Emergency Medical Services	Why was passenger rail not mentioned between Portland, Bangor, and Trenton?	Public Mtg.	Passenger rail is discussed in Section 6.2. MaineDOT is currently evaluating rail between Bangor and Trenton. Rail service must be expanded from Portland to Brunswick and Auburn before we expand to Bangor. Expansion to Brunswick planned to happen in 2006 so expansion to Bangor is beyond the time frame of Six-Year Plan.
3	Renee Speh	PPHC, resident of Milford Bicycle Coalition of Maine	MaineDOT should promote <i>Explore Maine</i> and improving sidewalks.	Public Mtg.	Comments addressed in policy response and in the Six-Year Plan.
4	Christine Szigeti-Johnson	RTAC 4	Does not agree with the priority MaineDOT places on investing in bicycle facilities to encourage alternative transportation or MaineDOT's efforts in reducing vehicle miles traveled and the frequency of trips. Requested a feasibility study done on improving circulation patterns around the Augusta area.	E-Mail	Comments addressed in policy response and in the Six-Year Plan.
4	Jack Sutton	Down East Rail	Supports rail line in Augusta. Maine Railroad Corridor Committee representing Regions 3,4 and 5 indicated that MaineDOT should eliminate the proposed passenger rail service gap as shown by MaineDOT Explore Maine program.	Public Mtg. Letter	MaineDOT appreciates support for passenger rail. Rail service must be expanded from Portland to Brunswick and Auburn before Bangor. Expansion to Brunswick planned to happen in 2006 so expansion to Bangor is beyond the time frame of Six-Year Plan.
5	Bob Bruce	Wiscasset	MaineDOT needs to explore alternative modes of travel in Mid-Coast, which is not in Regional Advisory Report (RAR) summary.	Public Mtg.	As required by the Sensible Transportation Policy Act, MaineDOT will continue to assess all reasonable transportation alternatives prior to adding new capacity and work towards implementing <i>Explore Maine</i> .
5	Mary Jane Bush	Bucksport Health Planning Director	Supports public transportation.	E-Mail	MaineDOT appreciates comments and will continue with <i>ExploreMaine</i> .
5	Paul G. Merriam	Rockland	Who will passenger rail from Brunswick to Rockland serve?	Public Mtg.	Tourists, commuters to Bath Iron Works, special events.

Division	Source of Comment		Summary of Public Comment	Form of Comment	Response
	Name	Source of Comment			
5	Ron Huber	Rockland (Penobscot Bay Watch)	Describe opportunities to expand seasonal ferry service, as from Sedgwick.	Public Mtg.	Maine State Ferry Service's mandate is to serve islands with year-round populations. Although the number of permanent routes will not be increased, the opportunity for increased seasonal service will be evaluated based on demand and available funding.
6	Margaret Forbes	RTAC 6	MaineDOT should implement findings of the transit needs study published by the Office of Passenger Transportation - all but one RTAC identified bike/ped facilities as issue.	Public Mtg.	Based on available funding, MaineDOT will move forward with the findings of this study.
6	Mike Smith	Biddeford	Supports Compressed Natural Gas vehicles and fueling station. Also Route 1 issues Saco to Biddeford are problem. Thank MaineDOT for supporting Transit. Only costs \$3.00 to travel between Biddeford/Saco and Portland area - can transfer easily between different transit systems.	Public Mtg.	MaineDOT appreciates comments and will continue with <i>ExploreMaine</i> .
6	Tom Meyers	South Portland	Take advantage of transit as means to mitigate congestion. ZOOM bus goes from Biddeford /Saco to Portland. Also URIP program reimburses funds spent by municipalities on transit, for each dollar spent, municipality is reimbursed a dollar.	Public Mtg.	MaineDOT appreciates comments and will continue with <i>ExploreMaine</i> and MaineDOT expects to meet with Saco town officials in 2003 to discuss potential Route 1 improvements.
7	Glenn Gordon	Western Maine Transportation Services	No real specific transportation projects. Route 2 and 4 from the hospital into downtown. There is a possibility of a fixed route project. These projects are not in the Six-Year Plan.	Public Mtg.	RTAC 7 focused on transit at its next meeting in order to address some of these concerns.
7	Rep. Randy Hotham	State Representative	What is the criteria for Passenger Transportation projects? In the Six-Year Plan there is lots of attention on airports. Are there any passengers going there to warrant paying for them?	Public Mtg. Public Mtg.	Potential ridership, connectivity to rail network, condition of tracks, availability of funding. Local support for airports is strong.
7	Brett Doney	RTAC 7	Would like the MaineDOT to look at feasibility of public transit such as a shuttle service.	Public Mtg.	RTAC 7 focused on transit at its next meeting in order to address some of these concerns.

Bridges					
The costs and timing of future bridge improvements are determined for each structure based on a number of factors, such as inspection ratings and inventory data, and are based in part on field reviews conducted by bridge engineers and environmental scientists.					
Division	Source of Comment		Summary of Public Comment	Form of Comment	Response
	Name	Source of Comment			
4	Wayne Whelan	Skowhegan	Expressed the need for a new bridge in Skowhegan.	E-Mail	MaineDOT is in the final stages of the Skowhegan Transportation Study, a planning effort to arrive at a preferred solution to the traffic problems revolving around the limitations of the existing crossing of the Kennebec River.
4	Jeffrey Kobrock	Gardiner Town Manager	Requested that the New Mills Bridge which is no longer adequate for the existing traffic volume be prioritized for immediate funding.	Letter	The New Mills bridge is in the Six-Year Plan and is a candidate for the next BTIP.
5	Bruce Brierley	Searsmont (Selectman)	Searsmont Mill Bridge replacement status, what does PCE mean in bridge replacement table?	Public Mtg.	PCE refers to design which would be funded in one BTIP. Bridge rehabilitation/ replacement would be funded in another BTIP.

Division	Source of Comment		Summary of Public Comment	Form of Comment	Response
	Name	Source of Comment			
5	Captain Bill Baker	Stonington	When is MaineDOT going to replace the Deer Isle bridge?	E-Mail	This bridge is a candidate for the next BTIP for engineering for rehabilitation, which would lead to cable maintenance followed by painting and substructure repairs. Considering the historic value of the bridge, replacement is unlikely.
7	David Guernsey	RTAC 7	Would like to see a traffic quieting study done. Associated with the bridge project in Kingsfield.	Public Mtg.	MaineDOT is developing a traffic calming policy for use in communities where major highways pass through built up areas and downtowns.

Other					
Division	Source of Comment		Summary of Public Comment	Form of Comment	Response
	Name	Source of Comment			
2	Sanford Kelly	RTAC 2	Elimination of automobiles is not a goal for Washington County.	Public Mtg.	MaineDOT appreciates input.
2	Pam Person	RTAC 2	The 2004 St. Croix quadro-centinial would benefit from these road improvements.	Public Mtg.	MaineDOT appreciates input.
2	Roger Raymond	RTAC 2	Expressed support for the Small Harbor Improvement Program. This is very important for Hancock County's small town dock facilities upgrades.	Public Mtg.	As discussed in the Six-Year Plan, the Small Harbor Improvement Program has been successful and helped numerous Maine communities.
2	Chris Bruce	Sunrise County Economic Development Program	Expressed support for the Small Harbor Improvement Program.	Public Mtg.	See previous response.
2	Ruth Luebecker	RTAC 2	Small ship traffic is increasing in the smaller ports.	Public Mtg.	MaineDOT appreciates input.
3	Mark Scarano	Piscataquis County Economic	MaineDOT should increase their use of wood composite technology which would help stimulate Maine's economy.	Public Mtg.	MaineDOT will consider this technology, where feasible and cost-effective, in future infrastructure projects.
3	Andy Brown	Emergency Medical Services	Are there any other projects that have been dropped from the Six-Year Plan?	Public Mtg.	Projects remain in the Six-Year Plan until they are funded for construction.
5	Paul Chartrand	Rockland	MaineDOT should take a leadership position over the next six years to push for the re-designation of Route 1 through Warren and Rockport to use the existing Route 90 instead of the route of Route 1 through Warren, Thomaston and Rockland.		MaineDOT is aware there are many competing interests that factor into this debate. Not all of those interests are addressed were a swap in Route numbers possible. RTAC 5 has had some discussions regarding this subject. The American Association of State Highway Transportation Officials (AASHTO) sets specific guidelines for assigning route numbers to highways. A simple swap is not likely; although Route 90 may be designated as Route 1 and Route 1 may be designated at Route 1B. A Route 1 Corridor strategic planning process is about to be launched; additional discussion of this matter is planned for this process. No changes are likely to occur unless <u>unanimously supported</u> .
5	James Parker	Sunrise County Economic Council Chair	Supports the Small Harbor Improvement Program.	E-mail	As discussed in the Six-Year Plan, the Small Harbor Improvement Program has been successful and helped numerous Maine communities.
5	Liza Wheeler	Belfast	Are enhancement projects just listed in the BTIP? Explain process of advocating for safety improvements to protect pedestrians at specific intersections.	Public Mtg. Public Mtg.	Yes. Mail MaineDOT a safety request for specific location and MaineDOT will do a cost-benefit analysis of accidents at that location and examine possible improvements.
6	Frank Koenig	RTAC 6	MaineDOT Planning- job well done - Where do we go from here?		Public meetings statewide. The Final Six-Year Plan is expected in February.

Division	Source of Comment		Summary of Public Comment	Form of Comment	Response
	Name	Source of Comment			
5	Ron Huber	Rockland (Penobscot Bay Watch)	Is MaineDOT promoting sprawl by making improvements on coastal roadways, as with Route 32 from Bristol to Waldoboro, and Route 131 and Route 73 through St. George?	Public Mtg.	MaineDOT seeks to improve safety by bringing roadways up to modern standards, shoulders, bike paths and improving the road base.
5	Peter Robohm	RTAC 5 Chair	Thanked public for attendance and MaineDOT presentation of plan. Encouraged public input on Six-Year Plan and mentioned MaineDOT's and RTAC 5's efforts on a Strategic Corridor Preservation Plan for US 1.	Public Mtg.	MaineDOT appreciates support and comments from both the public and the RTACs.
6	Martha Hamilton	Limerick	How does MaineDOT decide which Six-Year Plan projects make it to BTIP?		MaineDOT selects projects for the BTIP based upon feedback from municipalities, members of the public, the Six-Year Plan prioritization process undertaken with the RTACs and other factors such as cost-effectiveness, safety and maintenance concerns.
6	Conrad Welzel	RTAC 6	Thanked MaineDOT for work on Six-Year Plan and was pleased with a large turnout. Mr. Welzel explained that this public meeting is one of the components of the Sensible Transportation Policy Act. Mr. Welzel mentioned that the MTA has no plans to install any new regional/barrier tolls at this time.	Public Mtg.	MaineDOT appreciates input.
6	Jeff McEwan	North Yarmouth	When can public input into BTIP?	Public Mtg.	During the Six-Year Plan public comment period.
6	Steve Klein	RTAC 6	MaineDOT cannot solve all transportation problems. Need to support transit such as approaching major employers or considering alternative work hours.	Public Mtg.	MaineDOT appreciates input.
6	Suzanne LePage	SMRPC	Kids & Transportation Programs are in place in both York and Cumberland counties - funded by MTA & MaineDOT.	Public Mtg.	MaineDOT will continue its partnership with the MTA and others to promote safety.
7	Pamela Prodan, President	Citizens for Sensible Transportation	Submitted petition with 168 signatures. Opposes effort to gain federal or state funding to undertake a comprehensive transportation study in the corridor known as the "Northeast Border Corridor."	Letter	Petition acknowledged.
7	Al Cressey	RTAC 7	Made several well thought out comments concerning the draft Six-Year Plan.	E-Mail	MaineDOT appreciates input.
7	John Goodmont	Rangeley	Expressed concern about drainage on a state highway.	Public Mtg.	MaineDOT appreciates input.
7	Sandy Richard	Healthy Community Coalition	As a citizen, the Mt. Blue High School road is a skinny road. Accidents have occurred including one where two teenagers died.	Public Mtg.	This accident occurred on a town road.
7	Brett Doney	RTAC 7	The Six-Year Plan is a good planning document. The road process does not become politicized. Request to reassess Route 119 classification. I think it now qualifies as a Major Collector.	Public Mtg.	MaineDOT appreciates support for Six-Year Plan and its equitable prioritization process. In order for MaineDOT to consider changes in highway designation, the appropriate municipality must make an official request.